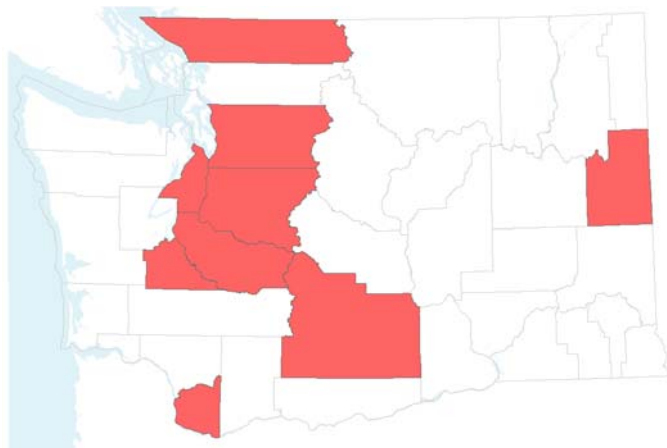


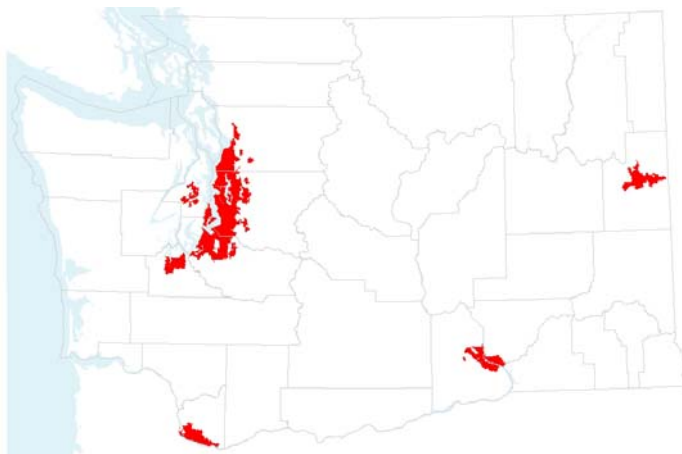
## Summary of CTR Task Force Recommendations for the CTR Program

1. **Continue the CTR program and implement changes to make it more effective.**
2. **Change the scope of the CTR program to focus it on the areas of the state where it is most needed and where it will be most successful.** Focus the program on the urban growth areas (UGAs) with the most congested state highways. Contiguous UGAs and major employment installations outside of UGAs, such as Hanford and military bases, would also be affected. Jurisdictions that meet criteria could opt-in to the program. Ask the legislature to study transportation demand management program possibilities for schools.

Current CTR-Affected Areas



Proposed CTR-Affected Areas



3. **Adopt a two-tiered program with a base program affecting UGAs and a targeted investment program for designated growth and transportation efficiency centers.** Enable local jurisdictions to voluntarily designate growth and transportation efficiency centers – urban areas of the state that contain a concentration of jobs and/or population and are certified to meet minimum criteria developed with the applicable regional transportation planning organization (RTPO). After fulfilling minimum requirements to be eligible for funding, centers would have wide flexibility in implementing trip reduction programs.
4. **Give RTPOs a planning role in CTR.** RTPOs and local jurisdictions would work together to develop a regional CTR plan and centers criteria tied to the regional transportation plan. The CTR Board would review the regional and local CTR plans as it develops a state CTR plan. RTPOs would certify that centers programs meet the regional criteria.
5. **Increase the efficiency of the program by reducing administrative costs.** Modify the good faith effort clause to ensure closer collaboration. Change the frequency of review of employer programs by jurisdictions from annual to at least once every two years so that jurisdictions can focus their resources on employers that need more assistance.
6. **Establish a more effective leadership role for state agencies.** Institute enhanced reporting requirements. Require state agencies sharing a common location in CTR-affected UGAs where the total number of state employees is 100 or more to be treated as an affected worksite.
7. **Streamline and reconstitute the CTR Task Force into the CTR Board.** Reduce the number of members from 28 to 16. Add representation for RTPOs. Introduce staggered terms. The Board would work with WSDOT to develop rules (WAC) for the program.